

Environmental Protection Agency

§ 86.1327-90

less of the value at each non-zero data point and within ± 0.3 percent of full scale on the zero data point, then concentration values may be calculated by using the linear calibration equation for that range. If the deviation exceeds these limits, then the best-fit non-linear equation which represents the data within these limits shall be used to determine concentration values.

(d) The initial and periodic interference, system check, and calibration test procedures specified in 40 CFR part 86, subpart D, may be used in lieu of the procedures in this section.

[48 FR 52210, Nov. 16, 1983, as amended at 62 FR 47129, Sept. 5, 1997]

§ 86.1325-94 Methane analyzer calibration.

Prior to introduction into service and monthly thereafter, the methane analyzer shall be calibrated:

(a) Follow the manufacturer's instructions for instrument startup and operation. Adjust the analyzer to optimize performance.

(b) Zero the methane analyzer with zero-grade air.

(c) Calibrate on each used operating range with a minimum of 6, approximately equally spaced, CH₄ in air calibration gases (e.g., 15, 40, 45, 60, 75, and 90 percent of that range). For each range calibrated, if the deviation from a least-squares best-fit straight line is within ± 2 percent of the value at each non-zero data point and within ± 0.3 percent of full scale on the zero data point, then concentration values may be calculated by using the linear calibration equation for that range. If the deviation exceeds these limits, then the best-fit non-linear equation which represents the data within these limits shall be used to determine concentration values.

[59 FR 48531, Sept. 21, 1994, as amended at 62 FR 47129, Sept. 5, 1997]

§ 86.1326-90 Calibration of other equipment.

Other test equipment used for testing shall be calibrated as often as required by the manufacturer or as necessary according to good practice. Specific equipment requiring calibration is the gas chromatograph and flame ionization detector used in measuring meth-

anol and the high pressure liquid chromatograph (HPLC) and ultraviolet detector for measuring formaldehyde.

[54 FR 14596, Apr. 11, 1989]

§ 86.1327-90 Engine dynamometer test procedures; overview.

(a) The engine dynamometer test procedure is designed to determine the brake specific emissions of hydrocarbons, nonmethane hydrocarbons carbon monoxide, oxides of nitrogen, particulate, methanol and formaldehyde, as applicable. The test procedure consists of a "cold" start test following either natural or forced cool-down periods described in §§ 86.1334 and 86.1335, respectively. A "hot" start test follows the "cold" start test after a hot soak of 20 minutes. The idle test of subpart P of this part may be run after the "hot" start test. The exhaust emissions are diluted with ambient air and a continuous proportional sample is collected for analysis during both the cold- and hot-start tests. The composite samples collected are analyzed either in bags or continuously for hydrocarbons (HC), methane (CH₄—as applicable), carbon monoxide (CO), carbon dioxide (CO₂), and oxides of nitrogen (NO_x), or in sample collection impingers for methanol (CH₃OH) and sample collection impingers (or cartridges) for formaldehyde (HCHO). Measurement of CH₃OH and HCHO may be omitted for 1990 through 1994 model year methanol-fueled engines when a FID calibrated on methanol is used. A bag or continuous sample of the dilution air is similarly analyzed for background levels of hydrocarbon, carbon monoxide, carbon dioxide, and oxides of nitrogen and, if appropriate, methane and/or methanol and/or formaldehyde. In addition, for diesel-cycle engines, particulates are collected on fluorocarbon-coated glass fiber filters or fluorocarbon-based (membrane) filters, and the dilution air may be prefiltered.

(b) Engine torque and rpm command set points shall be issued at 5 (10 Hz recommended) Hz or greater during both the cold and hot start tests. Feedback engine torque and rpm shall be recorded at least once every second during the test.

(c) Using the torque and rpm feedback signals the brake horsepower is